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SUPPLEMENT TO
REPORT NO. . .

THIS IS UNEVALUATED INFORMATION

1. The construction of the Havel Canal which is a by-pass canal formed by the Paretz-Nauen Canal and the Niederneuvendorf Canal, and large newly-built sections, was planned by the Cabinet Council on 18 March 1951 and started on 1 April 1951. The canal, which has a total length of 34.9 km and an average water depth of 2.70 meters, is built for one-way traffic of 1,000-ton vessels and was opened to traffic on 20 June 1952. 1

2. The Havel Canal branches from the Sakrow-Paretz Waterway near Goettin Lake. The old canal was straightened there and, after some bridges have been given more vertical clearance, will later be dammed up, thus making unnecessary the Paretz Lock. It was needed to prevent the leveling of the waters and, as long as not all water engines have been completed, to regulate the water supply. The canal continues in its old widened bed as far as about 500 meters behind Paaren Bridge, just north of Paaren harbor basin, which can harbor only small sugar beet barges and is of no other importance. About 500 meters north of Paaren Bridge, a bend of the old canal was straightened and laid up, requiring the bridging-over of marshy subsoil up to 12 meters deep. Another small and entirely dredged harbor basin is north of the Buchow-Karpow Bridge. The Wustermark harbor basin, which was scheduled to be expanded, is located between the Wustermark road bridge and the Wustermark railroad bridge. The old canal swings to the northwest south of the Zecstow Bridge where its old bed was diked up. The sections between this point and the point at which the canal reaches the Niederneuendorf Canal near Brieselang were excavated. The Brieselang harbor basin which has no major importance is just north of the Brieselang railroad bridge. Just before reaching the Alt-Brieselang Bridge, the Havel Canal goes to the east and joins the old bed of the Niederneuendorf Canal, leaving it again about 2 km west of the Schoenwald Lock near the Brieselang forester's house, which was razed. The section between this point and the point at which the Havel Canal joins the Havel River at Niederneuendorf, was excavated.

The Havel Canal still has two locks. One is the Paretz Lock which is located at the point at which the canal joins the Alt-Arm section, and which serves to prevent the leveling of the waters as long as the old bridges spanning the canal have still to be lifted. When the work on the bridges is completed, this lock will be removed and the Alt-Arm section will be dammed up. The other lock is the Schoerwald Lock which has a level difference of 1.45 meters.

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4. The fifteen bridges across the Havel Canal include (from south to north):

	Name of Bridge	Kind of Bridge and Load Capacity	Remarks
1	Paretz Bruecke	A new concrete steel bridge with one central pier and a load capacity of 80 tons	Paretz-Uetz road bridge
2	Vieln Bruecke	emergency bridge for local residents	scheduled to be removed
3	Paaren Bruecke	old structure with a load capacity of up to 80 tons	Wustermark-Potsdam road bridge scheduled to be raised
4	Buchow-Karpzow Bruecke	an old concrete steel structure with central pier and a load capacity of 80 tons	road bridge on the Buchow-Karpzow road to Priort
5	Wustermark Bruecke	an old steel structure with a central pier and a load capacity of 80 tons	road bridge on Highway No 5 between Berlin and Hamburg
6	Railroad bridge on the Berlin-Wustermark-Spandau line	-	must be raised 0.8 meters to a vertical clearance of 4.10 meters above mean water level
7	Kuhdamm Bruecke	a wooden structure	bridge for local residents, was removed during the building operations and must be reerected to replace a ferry
8	Zeestrow Bruecke	a new concrete steel bridge with one central pier and a load capacity of 80 tons	Zeestrow-Brieselang road bridge. Its load capacity cannot be fully utilized because the load capacity of the bridge over the Alt-Arm which is a wooden structure is only 25 tons
9	Brieselang Bruecke	an old structure	Bredow-Brieselang road bridge, must be raised
10	Brieselang Railroad Bridge	an old structure	connects Neustadt on the Dosse River with Berlin-Spandau and will be raised in 1953
11	Altbrieselang Bruecke	a new concrete steel bridge with a central pillar and a load capacity of 80 tons	bridge for road to Brieseland forester's house
12	Waldbruecke	a new concrete steel bridge with a central pillar and a load capacity of 80 tons	Pausin-Falkensee road bridge
13	Lock Bridge	a new bridge carrying 80 tons	bridge across a field path which will be used for lock traffic

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| 14 | Schoenwald Bruecke | a new concrete steel bridge with a central pier and a load capacity of 80 tons | Fehrbellin-Boernicke-Spandau road bridge |
| 15 | Niederneuendorf Bruecke | an emergency bridge | Hennigsdorf-Spandau road bridge. Since the central pier of the concrete steel bridge under construction was washed away when the canal was flooded, a concrete steel bridge, without a central pier was planned |

Also planned was a new railroad bridge for the Boetzow-Spandau railroad line.

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1. Comment. The Havel Canal is of importance for East Germany as it allows shipping traffic between the Elbe and Oder Rivers without passage through the west sector in Berlin.

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